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# LOS ANGELES CENTRAL CITY

## Community Plan

A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES





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Los Angeles City Planning Department  
Room 561 City Hall



October 25, 1989

To: All Staff and Interested Parties

From: Melanie Fallon, Deputy Director *Melanie Fallon*

Subject: Amendment to All Community Plans

Effective October 13, 1989 all community plans were amended under Council File No. 89-0119 and CPC Nos. 89-0130 and 29661 by adding the following consecutively numbered footnote:

Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMP Zone.

This language will be incorporated in the Plan Booklets which have not been printed. For those Plans where Booklets have been printed, this amendment will be incorporated during the next update of each Plan Booklet.

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AMENDCP.DOC

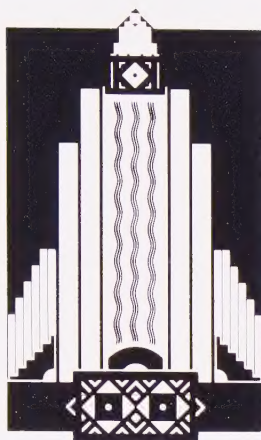




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# LOS ANGELES CENTRAL CITY COMMUNITY PLAN

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\*This Document is a reformat of the Community Plan as it formerly appeared in the Broadside format. The Maps reflect the Broadside subsequently amended by the General Plan Consistency Program (AB283), Periodic Plan Review and any other amendments. The Text is essentially the same as the originally adopted Plan.







### Subsequent Amendments Adopted by City Council

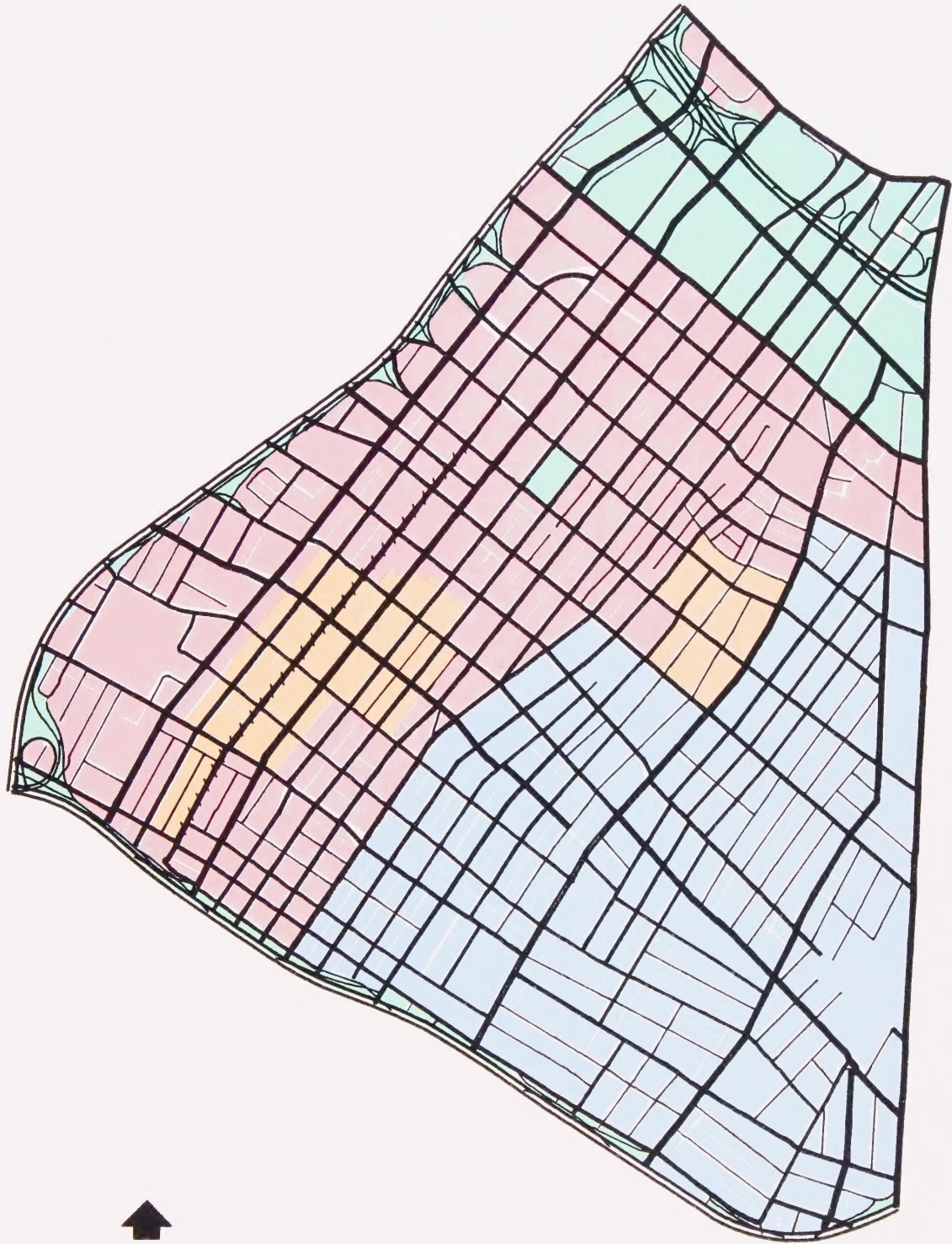
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\* For your convenience, we have provided this space to record updated plan amendments as they are adopted by City Council.









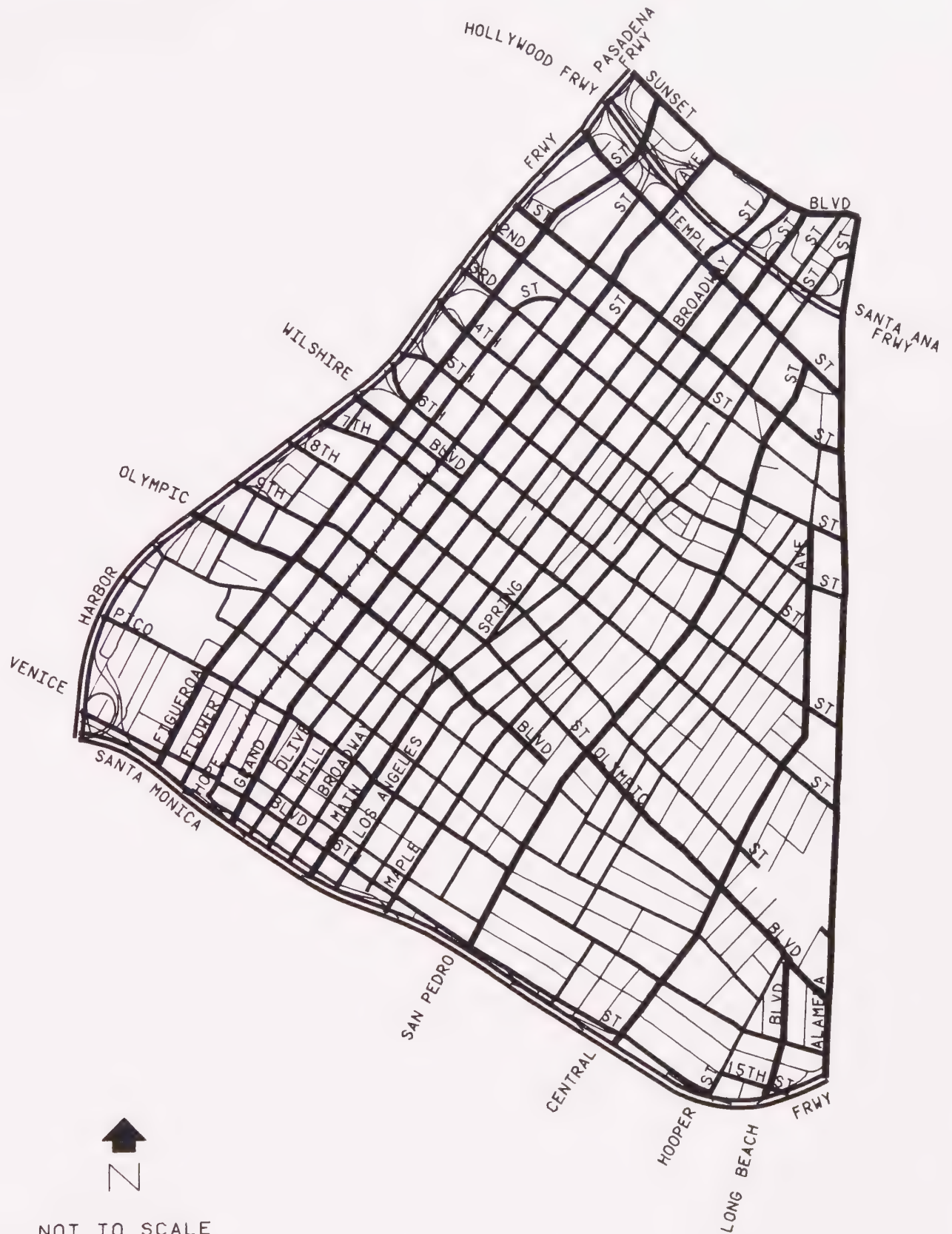
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CENTRAL CITY GENERALIZED LAND USE









# CENTRAL CITY GENERALIZED CIRCULATION







The Central City Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying maps.

The policies and programs in this Plan are intended to provide direction and a course of future action for the City and its Departments. The Plan is not intended to mandate the City or its various Departments to commence any new programs which may require the expenditure of man hours or funds. Any such actions called for in this Plan requiring additional funding must be brought individually to the Council through the budgetary process.

## PURPOSES

### USE OF THE PLAN

1. The General Plan, as adopted by the City Council, is the official guide to the intended future developments of the City of Los Angeles.
2. The Concept and Citywide Plan portions of the General Plan set forth general policies, including the broad patterns of the Land Use, Circulation, and Service Systems Elements of the General Plan, on a long range and intermediate range basis, respectively.
3. This Plan supplements the Concept and Citywide Plan by providing more specific policies and more detailed patterns of intended development for this geographical area which are impractical to include in the Citywide Plan because of its broader scope.
4. For the City Planning Commission, City Council, and the Mayor; the various City departments; and other governmental agencies and jurisdictions, this Plan provides a reference to be used in connection with their actions on various City development matters as required by law.
5. For residents, property owners, and businessmen of the Central City and for private organizations concerned with civic betterment, the Plan provides a guide for the planning and implementation of private developments and civic improvements.
6. The "Programs" portion of this Plan provides a general guide to its implementation and to the preparation of the various more detailed studies and reports necessary to the implementation of the various components of the Plan.
7. This Plan is not an official zone map and does not imply any implicit right to a particular zone for any specific property. Changes of zone are considered under a procedure established under the Los Angeles Municipal Code subject to various requirements set forth therein, including consideration of their relation to and effect upon the General Plan.

8. This Plan shows land uses projected as much as 20 years into the future. Some of the designated land uses may not be needed for many years. Zoning to accommodate such land uses should be established only at such time as the need develops.
9. This Plan is subject to review and amendment, in a manner prescribed by law, to reflect changes in circumstances.

### GOALS AND OBJECTIVES OF THE PLAN

1. To develop Central City as a major Center of the Los Angeles metropolitan region, within the context of the Los Angeles General Plan as envisioned by the Concept and Citywide Plan portions thereof.
2. To create a climate which will prepare Central City to accept that share of anticipated regional growth which is economically and functionally attracted to it.
3. To organize growth and change, to reinforce viable functions, and to facilitate the renewal or rehabilitation of deteriorated and under-utilized areas.
4. To create a modern, efficient and balanced urban environment for people, including a full range of around-the-clock activities and uses, such as recreation and housing
5. To create a symbol of pride and identity which gives Central City a strong image as a major Center of the Los Angeles region.
6. To provide an integrated transportation system which will allow for efficient movement of people and goods while enhancing the environment, giving special attention to separation of the pedestrian and the automobile.
7. To achieve excellence in design, based on how Central City is to be used by people, giving emphasis to parks, green spaces, street trees, and places designed for walking and sitting.
8. To preserve key landmarks which highlight the history and unique character of the City --blend old with new in an aesthetic realization of change or growth with distinction.
9. To provide a full range of employment opportunities for persons of all income levels.
10. To provide high and medium density housing close to employment and available to all ethnic and social groups, and to make an appropriate share of the City's moderate and less than moderate income housing available to residents of the area.
11. To provide the public services necessary to the solution of the various social, medical and economic problems of Central City residents, especially the Skid Row population.
12. To establish an atmosphere of cooperation among businesses, special interest groups and public agencies in the implementation of the Plan.

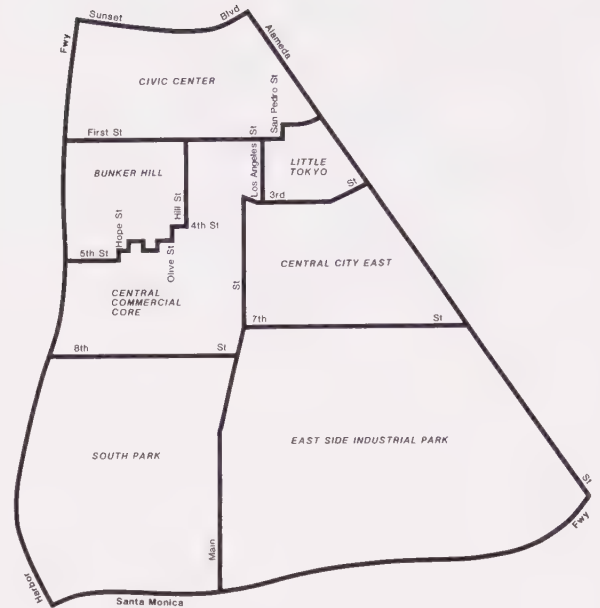


# POLICIES

## GENERAL

1. This Plan for Los Angeles Central City is a key part of the Los Angeles General Plan, which proposes a series of major Centers having high density residential and commercial uses at locations throughout the City connected by a rapid transit system and separated by low density residential development and open spaces.
2. Central City is intended to be a major Center of the Los Angeles metropolitan region, emphasizing the following functions and features:
  - A focal location for business, especially financial institutions and corporate headquarters;
  - One of the region's largest employment concentrations;
  - The major concentration of governmental administrative facilities, providing services to not only the City and the metropolitan area but also much of Southern California;
  - The location of unique, one-of-a-kind, cultural, recreational and tourist facilities, including the Music Center, the El Pueblo Historical Monument, the Convention Center, Pershing Square Park, and Little Tokyo.
3. Utilizing an overall design concept, this Plan proposes achievement of its objectives and goals by:
  - Joining isolated components by new circulation linkages and transitional public and private development;
  - Stabilizing the various functional areas by correcting the negative influences of deteriorating development and social problems in adjacent areas;
  - Utilizing public investments as catalysts to reverse blight and attract new development;
  - Establishing a viable land use mix, including environmental amenities compatible with residential uses;
  - Encouraging excellence in urban design;
  - Providing ready access to concentrated development by means of rapid transit stations and people movers.
4. A major feature of the Plan is a proposal for rebuilding a large portion of Central City.

This section outlines proposed changes in each of seven Planning Areas, which were identified during preparation of the Plan as differing in general land use and function. The seven Planning areas are: Central Commercial Core, Bunker Hill, Little Tokyo, Central City East, East Side Industrial Park, and South Park. Major proposals for the Planning Areas are as follows:



**Central Commercial Core:** The main land use within the Core should continue to be commercial office space. The northern end of the Core should emphasize those uses closely allied with those in the Civic Center, including legal offices and office space for government and government related firms, while the southern end of the Core should continue to house financial and corporate tenants. Other appropriate uses include retail shops, restaurants, and service establishments to serve the large employee concentration. Additional hotel rooms are essential in the Core to serve business related guests as well as persons attending conventions in the Central City.

The southeast portion of the Core contains a large amount of the total office space in Central City, mostly in older, sound buildings. The Plan proposes that peripheral parking be provided to serve this part of the Core, with a people mover or shuttle bus system to link parking and employment concentrations. In addition, public facilities and street furniture in this portion of the Core should be designed to harmonize with its turn of the century architecture. Building owners should be encouraged to preserve the original style of their buildings when remodeling. The newly remodeled Alexandria Hotel is an excellent example of an early 1900's style; its stores and restaurants are examples of ground level tenants that should be encouraged in this portion of the Core.

The Plan proposes that Seventh Street continue to function as a high-quality retail row, serving both employees and the general public.

The shopping area along Broadway is currently functioning as a regional shopping center for the residents surrounding the Central City, particularly the Chicano community. The Plan proposes further development of this viable retail street.

The Central Commercial Core should continue to receive high intensity uses. It should have a maximum average floor area ratio (net building area to net site area) of 6:1.



The floor area ratio for any development project should not exceed 6:1, except that a floor area ratio of up to 13:1 should be allowed for projects which have reasonable proximity or direct access to a rapid transit station or people mover stop, if the developer obtains unused density allowed by zoning elsewhere in the Central Commercial Core by purchase or other means. Any transfer of development rights in excess of 50,000 square feet must be approved by the City Planning Commission and/or the City Council.

Transit stations in the Core are proposed at Fifth and Hill Streets and at Seventh and Flower Streets. North-south people movers along Hope Street will give access to Bunker Hill and South Park. The pedway system for this area will join major activity generators. Spurs from the Core will extend north of Bunker Hill, south to South Park, and east to Spring Street, with a moving sidewalk envisioned as a pedway alternate on the latter.

**Bunker Hill:** The 136 acre Bunker Hill urban renewal site is planned to be developed with major new commercial, office and hotel uses. Bunker Hill will supplement the Central Core and South Park as the principal location for high intensity, high rise office buildings. A total of about 10,800,000 square feet of office space plus 550,000 square feet of retail commercial space is projected. Also contemplated are between 1,200 and 3,700 units, almost entirely in high rise structures, and 3,000 hotel rooms. Individual developments are interrelated through a system of landscaped plazas and pedways and through designed building placement and massing.

**Little Tokyo:** This area is envisioned to remain an authentic Japanese community representing modern Japanese life but emphasizing its cultural heritage. The area should have adequate tourist facilities but not become a tourist curiosity. Development should include open space, a trade and cultural center, retail facilities, housing, especially for the elderly, and a hotel. Pedways should connect with Central City East and the Civic Center, giving access to rapid transit stations and people movers.

**Central City East:** Rehabilitation of this area is dependent first upon the achievement of a solution to the social and medical problems of the Skid Row population. For this purpose a diagnostic/detoxification center is proposed, jointly sponsored by public agencies and private institutions.

The eastern portion of Central City East is designated for light industrial uses. While development of new housing is not encouraged in this part of Central City East, rehabilitation and maintenance of sound existing housing units is proposed. Central City East should have a maximum average floor area ratio (net building area to net site area) of 3:1. Within the area west of San Pedro Street, the floor area ratio for any development project shall not exceed 3:1, except that a floor area ratio of up to 6:1 should be allowed for projects which have reasonable proximity or direct access to a rapid transit station or people mover stop if the developer obtains unused density allowed by zoning elsewhere in Central City East by purchase or other means. Any transfer of development rights in excess of

50,000 square feet must be approved by the City Planning Commission and/or City Council.

**East Side Industrial Park:** This area features the rehabilitation and expansion of industrial activities, especially food processing and distribution. An example is the new Produce Center, including associated uses such as transportation terminals, trucking garages, a retail food market and restaurants. The Industrial Park would also involve the rehabilitation and strengthening of other established industries; apparel manufacturing, printing, flower marketing and general wholesaling. This area should have a maximum floor area ratio of 3:1, which will readily accommodate the intended uses.

Open space will be encouraged as a part of the Industrial Park which will buffer and make attractive a potentially monotonous industrial environment. It shall be designed so as to provide recreational opportunities to employees during non-work periods. Such open space can be composed of enlarged and planted street rights-of-way and mini-parks on small parcels strategically located with respect to employment concentrations.

**South Park:** This area offers an opportunity for a concerned public and private effort to bring about new vitality and amenities in the Central City; a new community with all its associated land uses and variety is planned. South Park should be thought of as a commercial-residential complex with a significant amount of open space; recreational, cultural and civic uses; retail activities; community buildings; and restaurants. Elevated plazas should be utilized to add open space and to provide pedestrian - vehicular separation. Development for this area should be oriented to people - employees, visitors, shoppers and residents.

New housing units, designed for various income groups and family sizes, are intended to be a major land use in South Park. It is essential that specialized facilities and amenities, such as day care centers, playgrounds, and recreation areas designed for various age groups be developed in conjunction with the new housing. Another important feature is the provision of large quantities of open space - a regional park, park system or multiple use open space within the planning area. This vital amenity is the key to the success of the new housing as well as an important addition to the open space inventory of Central City. Residential uses should be located adjacent to open space, with apartment buildings carefully placed to preserve their views. Office Space clusters are proposed within South Park as expansions of existing development, such as the Southern California Gas Company and Transamerica Insurance Company as well as new clusters, set back from the parks and served directly by rapid transit or people mover stations.

The Plan Map indicates two intensities of land uses for most of the South Park Planning Area. The area north of Pico Boulevard is mainly designed for High Density Housing and Regional Center Commerce. This area should have a maximum average floor area ratio (net building area to net site area) of 6:1. The floor area ratio for any development project in this area shall not exceed 6:1, except that a floor area ratio of up to 13:1 should be allowed for projects which have reasonable proximity or direct access to a rapid transit station or people mover stop if the developer obtains



unused density allowed by zoning elsewhere in South Park by purchase or other means. A transfer of floor area for development projects in the area designated High Density Housing may be approved provided the project includes a housing component constructed on site or on other sites within the area designated High Density Housing. Any transfer of development rights in excess of 50,000 square feet must be approved by the City Planning Commission and/or City Council.

The area south of Pico Boulevard is mainly designated for High Medium Density Housing and Community Commerce. This area should have a maximum average floor area ratio (net building area to net site area) of up to 3:1. The floor area ratio for any development project in this area shall not exceed 3:1, except that a floor area ratio of up to 6:1 should be allowed for projects which have reasonable proximity or direct access to a rapid transit or people mover stop if the developer obtains unused density allowed by zoning elsewhere in South Park by purchase or other means. Any transfer of development rights in excess of 50,000 square feet must be approved by the City Planning Commission and/or City Council.

The predominant land use in the South Park Planning Area, excluding streets, is to be housing in the High Medium and High Density categories, while the remaining land in this planning area is to be occupied by a significant amount of open space and by commercial land uses. Combinations of residential and commercial uses shall be permitted within individual buildings. Exact land use configurations are to be determined through subsequent planning studies.

**Civic Center:** This Plan incorporates the Civic Center technical element of the General Plan. The following land uses are designated as appropriate in the Civic Center planning area: government activities on publicly owned land; activities and uses related to those in the government complex, such as office space, retail stores, restaurants, clubs, etc., on privately owned land; and joint public-private uses, such as parking garages above or below retail stores. The Civic Center Planning Area should have a maximum average floor area ratio (net building area to net site area) of 3:1. The floor area ratio for any development project shall not exceed 3:1, except that a floor area ratio of up to 6:1 should be allowed on those parcels which have reasonable proximity or direct access to a rapid transit station or people mover stop if the developer obtains unused density allowed by zoning elsewhere in the Civic Center by purchase or other means. Any transfer of development rights in excess of 50,000 feet must be approved by the City Planning Commission and/or City Council. In addition, the Plan also proposes a transit station on Hill Street between First and Temple Streets and people mover or shuttle bus lines connecting south to Bunker Hill, and east to a peripheral parking garage near Union Station. Pedways should join the various Civic Center facilities and extend north to the El Pueblo Monument and south to Bunker Hill.

## LAND USE

Land uses and their intensities shall be generally as designated on the Plan Map, and shall be controlled through the

establishment of zone classifications and height districts consistent therewith. Land shall not be developed to such intensities that the traffic generated will exceed the capacity of the circulation system or otherwise be detrimental to the environment. In appropriate cases, controls other than zoning may be utilized, in particular, Specific Plans (pursuant to Section 97.1 of the City Charter) and redevelopment plans (pursuant to California State Law).

### Commerce:

1. Land should be made available for commercial use in accordance with this Plan through zoning and other appropriate City actions, as the need develops.
2. Acreages and capacities of commercial zoning shall be kept in balance with the ability of the City and other public agencies to provide transportation and public service facilities capable of meeting the demand imposed by new development.
3. This Plan should provide a capacity for new office space sufficient to accommodate Central City's likely share of new office space forecast for the Los Angeles region.
4. This Plan should accommodate additional Class A hotel rooms which are necessary to satisfy demand arising out of anticipated business needs, Convention Center activities, and tourists.
5. Central City retail facilities should be oriented to department stores and other stores serving regional shoppers, workers, and residents of this area, as well as residents of adjacent communities, and to highly specialized types of services.

### Housing:

1. The major concentrations of Central City housing shall be located in South Park, Bunker Hill, Century City East and Little Tokyo.
2. Central City housing should include high rise, medium rise and low rise apartments and condominium units.
3. This Plan shall promote the development of new dwelling units through its implementation programs. In addition to those new dwelling units developed within areas designated for housing on the Plan Map, development of new and rehabilitated dwelling units within blocks and buildings designated for commercial use shall be encouraged.
4. Rehabilitation and continued residential use of existing residential buildings, especially higher density ones, located within Central City is encouraged where appropriate regardless of the general land use designation of the area in which they are located. Ethnic and cultural groups which have their roots in Central City shall be encouraged to remain in their present neighborhoods.
5. Subsidized housing units for moderate and less than moderate income families, including the elderly, shall be provided. These units shall be dispersed throughout the residential areas and shall be open to all persons.



6. The Plan encourages the provisions of facilities and amenities, such as recreation areas, playgrounds, child care centers, and park areas in conjunction with housing units, to attract the variety of families and individuals which will produce a vital, varied Central City.

#### Industry:

1. The southeasterly portion of Central City should remain primarily in light industrial use, in the M2 Zone, with a small amount of heavy industrial use, in the M3, in the extreme southeasterly corner.
2. The industrial area should be upgraded by construction of new industrial facilities and rehabilitation or replacement of obsolete structures; its upgrading will require improvement of the street pattern and land assembly to provide adequate sites for existing and new industries.
3. The major types of industrial facilities occupying the area, especially food processing and marketing, flower wholesaling, printing, warehousing, and apparel manufacturing, should be retained and expanded.
4. Public actions for the physical upgrading of the industrial area should include code enforcement as well as improvements of streets and public facilities.

#### CIRCULATION

Both concern for the environment and the rising cost and shortage of energy make it imperative that a reduction be made in the number of vehicle miles traveled. The Plan proposes to accomplish this reduction by making possible both an immediate and long term increase in the proportion of Central City employees, shoppers and visitors who rideshare or utilize public transportation.

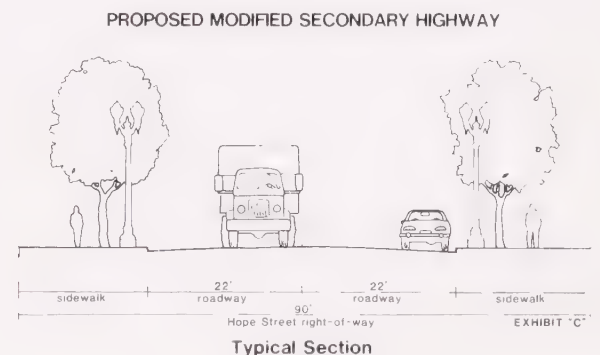
Major public and private investments must be made in Central City transportation, including rapid transit and people movers or shuttle buses to provide access to and within the area and to accommodate transportation needs between Central City and other Centers as well as suburban areas. The phasing of land use intensification in Central City shall be predicated on the provision of circulation facilities necessary to accommodate the additional traffic generated by such intensification.

#### Freeways, Highways and Streets:

1. The Major and Secondary Highways indicated on the Plan Map comprise an integral part of the Highways and Freeways Element of the General Plan. The standards and criteria set forth in the Highways and Freeways Element of the General Plan are applicable.
2. A number of modified street alignments that eliminate jogs, connect discontinuous streets, or permit the one-way pairing of adjacent streets are shown on the Plan Map. Further studies will be necessary to determine specific means of improving traffic flow.
3. The existing street level pedestrian routes will continue to be a major component of Central City's circulation system. Certain of these pedestrian routes are designated Major Pedestrian Streets. This designation implies new land-

scaping, mini-parks, information-communication kiosks, bus shelters, and a coordinated system of graphics and heraldry.

4. In response to the need for improved access to the east side of Central City, the Plan proposes a transportation corridor which will provide better automobile access to Central City and the proposed east side parking garages; improve bus movement through the area; and absorb much of the truck traffic from the East Side Industrial Park and adjacent industrial areas. The State of California and the City of Los Angeles should cooperate in adding this transportation corridor (the Industrial Freeway) to the California Freeway and Expressway System, and in completing detailed planning and preliminary design of this freeway.
5. The Hope Street Promenade is designed to function as a focal point for housing, open space, pedestrian circulation and neighborhood shopping in South Park.



#### Parking:

1. While the proportion of trips to the Central City carried by public transportation and ridesharing is expected to increase, demand for parking in the Central City will also continue to increase as employment and other activities grow. Street system capacity, air quality, and land utilization considerations indicate that a continually greater proportion of the longer term parking, chiefly for employees, should be located on the periphery of the more intensively developed areas. Parking within the intensively developed areas is intended for use by residents and short time use by business patrons.
2. Provision should be made to require developers of office buildings to substitute an in-lieu payment to a peripheral parking facility and people mover fund for a portion of the required parking.
3. Possible sites for peripheral parking facilities include Dodger Stadium, areas westerly of the Harbor Freeway, areas southerly of the Santa Monica Freeway, and the Union Station area, as shown in a preliminary way on the Study Programs-Circulation Element Map in the Programs Section. Further studies will be required to determine exact locations. Each such parking facility, which may be privately or publicly operated, must be connected to Central City by people movers or other means of public transportation.



- Peripheral parking facilities in communities adjacent to Central City shall be designed so as to be compatible with land uses and development in such communities. They shall be located on lands proposed for commercial, industrial or parking use by the community plans for such communities, and shall be appropriately buffered from adjacent residential uses by means of landscaping, setbacks, etc. Peripheral parking facilities, which may be privately or publicly operated, shall be accessible to major streets or freeways leading to Central City in order to avoid traffic congestion on local streets.

#### **Carpool System:**

- More efficient use of the private automobile through increased occupancy should be encouraged as a means of providing access to Central City while decreasing the adverse environmental impact of this mode.
- Higher occupancy private automobiles should be permitted to use preferential bus-carpool lanes within Central City as well as those provided on the adjoining freeway, highway and street system.
- Parking facilities should be encouraged to provide reduced rates and preferential locations to higher occupancy private automobiles.

#### **Public Transportation:**

- A vastly improved public transportation system, including rapid transit between Central City and other Centers as well as better bus service between Central City and other areas, must be provided to reduce the environmental impact of the present transportation system which is based chiefly on the private automobile. (Detailed planning, construction and operation of the public transportation system are the responsibility of the Southern California Rapid Transit District.)
- Downtown rapid transit stations and lines are an integral part of a regional rapid transit system as proposed by the Rapid Transit Plan (under study by the City Planning Department). The Study Programs-Circulation Element Map in the Programs section indicates general locations of rapid transit lines and stations. The San Bernardino Express Busway will ultimately become a part of the rapid transit system.
- People movers (auxiliary grade separated transit systems) shall be constructed to connect major Central City nodes with each other, with rapid transit stations, and with peripheral parking facilities. People movers must be aesthetically and functionally integrated with development and are generally proposed where this can occur. They also must be phased to accommodate new concentrations of development as they take place. The Study Programs-Circulation Element Map in the Programs section indicates general locations for people mover lines and stops.
- Existing bus service over surface streets must be continued and expanded, both within Central City and connecting with adjacent communities. Bus movement on major surface streets and freeways should utilize preferential

or exclusive lanes, where appropriate. Internal bus service, including continuation and expansion of the mini-bus system, will be required to supplement people movers and to provide service pending the construction of people movers.

- Subscription bus service, which offers an efficient means of transporting commuters between their residences and employment centers, should be expanded.
- Various means of consolidating commuters within their own communities, such as park-and-ride lots and dial-a-ride service, should be developed to feed subscription bus, and rapid transit lines.

#### **Pedway System:**

- A Central City pedway (grade-separated pedestrian walkway) system shall be constructed as proposed by the General Plan. The pedway alignments shown on this Plan incorporate the "First Phase Central City Elevated Pedway Plan".
- Standards set forth in the First Phase Pedway Plan shall guide the development of pedways. Pedways may ultimately include moving sidewalks. Pedways should be carefully designed and landscaped to maximize their aesthetic appeal.
- Pedways should connect major activities and create a second level walking network separated from vehicular conflicts, interfacing with people mover and rapid transit stations and with parking garages, as shown in a preliminary way on the Study Programs-Circulation Element Map.
- Pedway construction should be phased in coordination with development.

#### **Bikeway System:**

- Provision should be made for the movement of bicycles within Central City as part of a Citywide bikeway system.
- Placement of bike racks should be encouraged at appropriate locations in Central City for use by bicycle riding residents, employees and business patrons.

### **SERVICE SYSTEMS**

The public facilities proposed by this Plan are to be developed in accordance with standards for need, site area, design, and general location expressed in the Service Systems Element of the General Plan. (See individual facility plans for specific standards.) Such development shall be sequenced and timed to provide a workable, efficient, and adequate balance between land use and service facilities at all time.

- The Service-Systems element of the Central City Plan is an integral part of the citywide Service-Systems Element of the General Plan, which consists of various technical elements for the City's public facility and utility systems.
- Standards for service systems set forth in the Service Systems Element of the General Plan are in general



applicable to Central City. However, the special needs of this area may require variation of these standards in special cases.

3. The Civic Center shall be developed as proposed by the Civic Center technical element of the General Plan (as it may be revised and extended).
4. A new and expanded Central Library, called for by the Public Libraries technical element of the General Plan, is essential to continued provision of adequate library service to the Los Angeles region.
5. Adequate service by public facilities and utilities is essential to the anticipated revitalization and growth of Central City. New development must be kept fully in balance with such services, and should be prohibited in any area unless and until they are available.
6. A regional park or park system is important to achieving the revitalization of the South Park Planning Area. A detailed project level plan will be developed.
7. The Cultural and Historical Monuments Plan of the Service Systems Element of the General Plan designates landmark buildings, places or building sites in Central City as worthy of preservation because of their historic or architectural significance. All have been declared Cultural and Historical Monuments by the City Cultural Heritage Commission. The Plan Map indicates monument locations and the Broadway and Spring Street Historic Districts. Preservation of Cultural and Historical Monuments should be encouraged by allowing their owners to transfer unused densities allowed by zoning on the monument site to alternate sites by sale or other private means. Such transfer shall be controlled by a Specific Plan or other ordinance to regulate the transfer of floor area. Such a transfer of floor area must be approved by the City Planning Commission and/or the City Council.
8. Other public facilities and utilities should be provided on a phased basis as shown on the Study Programs - Service Systems Element Map and as set forth in the Programs section of this Plan. The symbols on the Map indicate that a facility should be located somewhere within the Planning Area, but do not designate actual locations. Further studies will be necessary to determine appropriate sites.

## PROGRAMS

These programs indicate the general actions needed to implement the Central City Plan. More detailed actions will be described in the implementation reports and plans that will be prepared by the Planning Department and other City departments and public agencies for approval by the City Council or other appropriate agency.

## IMPLEMENTATION POLICIES

The following implementation policies are essential to the achievement of the Central City Plan:

1. Phasing of public improvements in Central City and in other parts of the City must be fully coordinated in accordance with the Circulation and Service Systems Elements of the General Plan. However, phasing of Central City improvements must reflect needs and constraints.
2. Cooperation between public and private sectors must be sought in order to balance private development with the availability of public services so as to assure functional efficiency, adequate economic returns to owners, adequate tax revenue, and environmental design quality.
3. Public improvements of benefit to specific geographical and/or economic sectors of Central City should have an appropriate share of their development costs borne by the benefiting users. To the extent possible, the costs of public facilities should be made self-liquidating by means of revenue bonds and tax increment financing.
4. Peripheral parking facilities, which are intended as a substitute for, rather than a supplement to, required parking, should be treated as public-private ventures, utilizing the power of the City of Los Angeles to control and coordinate parking serving private developments.
5. Where appropriate, local investors should be encouraged to pool their resources by means of local development corporations or similar entities.
6. Maximum participation of County, State, and Federal government financial sources should be sought in the early stages of implementation and continued throughout the process as a means of augmenting local public and private financing, which alone appear to be unable to accomplish the required scope of improvements.

## LAND USE ELEMENT IMPLEMENTATION

Implementation of this Central City Plan requires the use of programs and actions involving both Central City as a whole and local areas.

1. Several general types of public actions are necessary to the implementation of the land uses proposed by the Plan, such as:
  - conventional zoning controls of land uses, building bulk (height districts), residential densities, and building setbacks;
  - controls supplemental to zoning through the establishment by ordinance of Specific Plans as authorized under Section 97.1 of the City Charter; and
  - establishment of appropriate community redevelopment projects for all or part of the Central City area; the redevelopment plans to designate appropriate land use and intensity controls within the framework of this Plan.
2. Existing Community Redevelopment Agency projects, including Bunker Hill, Central Business District, Chinatown, and Little Tokyo, should be continued.
3. The City Planning Department should prepare, and the City Council should adopt, a specific plan or other means



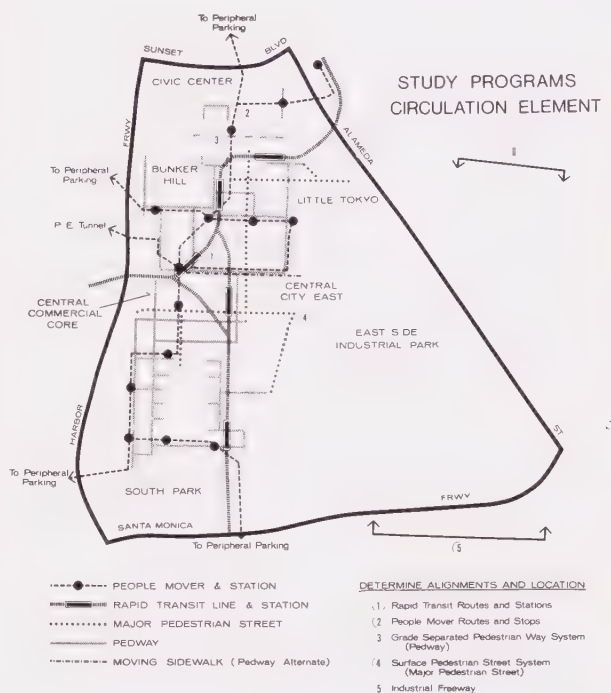
to regulate floor area ratios where appropriate to achieve the plan objectives.

## CIRCULATION ELEMENT IMPLEMENTATION

Long range circulation programs needed for implementation of the Central City Plan include:

1. The alignments and station locations for the rapid transit and people mover systems as well as the alignment of the Industrial Freeway, the grade separated pedestrian way system, and the surface pedestrian street system are shown in a generalized way on the Study Programs-Circulation Element Map. Further studies will be necessary to determine precise alignments and station locations.
2. Planned highway widenings and improvements in redevelopment areas should be accomplished under the redevelopment process, when appropriate. In other areas they should be required in connection with private development under the "R3 Ordinance." The remainder should be financed through gas tax funds and other public sources, to the extent funds are available.
3. Central City rapid transit facilities can only be implemented as a part of the metropolitan-wide transit system. Although transit construction and operation are the responsibility of the Southern California Rapid Transit District, development of the systems will require the full participation and cooperation of Los Angeles City as well as Los Angeles County and various other cities in the County. Planning and programming for the various Planning Areas shall make specific provision for transit stations and lines.
4. The People mover system shall interface with rapid transit stations and the pedway system, providing connections to the various Central City nodes. The initial component of this system should be the Bunker Hill line which will connect with parking facilities in Central City East and a peripheral parking garage west of the Harbor Freeway. Implementation of this people mover can establish the process, method of financing, design, and performance characteristics for the remainder of the Central City people mover system, as well as for similar systems in other Los Angeles Centers.
5. A Central City parking program should be developed by City agencies in cooperation with the private sector that will locate longer term parking, such as employee parking, in peripheral parking facilities, while reserving parking in the intensively developed core for residents and short term parking by business patrons. As public transportation ridership increases, parking requirements for Central City should be reexamined.
6. Implementation methods for pedways should include: Specific Plans requiring their provision as a condition of building permits, incorporation in redevelopment projects, and assessment district proceedings.
7. Bus routes should be expanded and changed as required to meet future service demands and plan implementation needs. Design and implementation of a lane priority system

for bus operation on Central City streets, including passenger loading bays, should be coordinated with the Southern California Rapid Transit District. Extension of the mini-bus service is proposed, both on an interim basis pending the construction of people movers and to supplement people movers on a permanent basis.



## SERVICE SYSTEMS ELEMENT IMPLEMENTATION

1. The Study Programs - Service Systems Element Map indicates proposed new public facilities to be provided within Central City. The symbols on the Map indicate that a facility should be located somewhere within that Planning Area, but do not designate actual locations. Further studies will be necessary to determine appropriate sites.
2. Proposed public facilities should be provided only as they are needed. Since the specialized urban park or park system within the South Park Planning Area will shape future commercial and residential development, it is proposed that it be provided early in the life of the Plan. The proposed elementary school can be added later as the school age residential population increases.
3. A new Central Library is indicated in the Central East Planning Area. An alternate location in the Central Commercial Core may be appropriate. Further study will be needed to locate an appropriate site.

## INITIAL PROGRAMS FOR PLANNING AREAS

Major programs proposed for the Planning Areas (not necessarily in sequence) are:

1. Central Commercial Core
  - Establish controls over land use intensity through zone changes, Specific Plans, and/or redevelopment plans.



Provide immediate improvements in surface bus service, including land priority or exclusive lane operation and passenger loading areas, improved mini-bus coverage and initial phases of the pedway system.

Provide integrated transportation facilities, including rapid transit, people movers, parking facilities, and pedways which are designed to provide better access to the Core.

Determine the appropriate public or private use of the Central Library site, including its possible use for a new library.

## **2. Bunker Hill**

Continue development under the adopted urban renewal plan.

Construct people movers connecting to peripheral parking facilities to both the east and west as well as northerly to serve the Civic Center and southerly to serve the Central Commercial Core and the Convention Center.

## **3. Little Tokyo**

Continue and accelerate development under the adopted redevelopment plan.

Plan and program construction of the proposed people movers and pedways.

## **4. Central City East**

Establish a diagnostic-detoxification center serving the Skid Row population, jointly sponsored by public agencies and private institutions.

Establish appropriate intensity controls by means of zone changes, Specific Plans, and/or redevelopment plans.

Promote the development of a Regional Joint University Communications Center sponsored by Los Angeles universities.

Construct parking facilities for Bunker Hill and other Central City areas, integrated with the University Center.

Proceed with the construction of the new Central Division police building.

Encourage the State of California to construct the Industrial Freeway at an early date, particularly that link between the existing Santa Monica and Golden State Freeways. An essential criteria in choosing the route of this transportation corridor should be the minimization of residential, commercial, and industrial dislocation.

## **5. East Side Industrial Park**

Establish appropriate intensity controls by means of zone changes and/or Specific Plans.

Develop the area for the intended wholesale and manufacturing uses, especially food processing and marketing and apparel manufacturing.

## **6. South Park**

Establish appropriate controls and finalize land use patterns for commercial and residential uses by means of zone changes, Specific Plans, and/or redevelopment plans. Ample open space and recreation areas should be provided.

Determine what other public action program or programs will be most advantageous to the planned development of the area: Federal urban renewal projects, Title VII New Town - in - Town, redevelopment projects without Federal assistance, code enforcement, etc.; and plan and implement the appropriate programs.

Provision of housing and open space is to be accomplished as a first priority.

Request the Federal Government to favorably consider the area for the provision of moderate and less than moderate income housing under the various programs directed to this purpose.

Plan and program the construction of the proposed people movers and pedways.

Encourage the formation of an action group comprised of property owners, businessmen and residents to promote the planned development of the area.

## **7. Civic Center**

Establish appropriate intensity controls by means of zone changes, Specific Plans and/or redevelopment plans.

Continue development of the area in accordance with the Civic Center Plan.

Plan and program the construction of the proposed people movers and pedways.

## **PROGRAMS FOR IMPLEMENTATION ASSISTANCE**

### **Federal Programs**

Federal assistance could be sought under the following programs for application to the areas listed:

1. Federal assistance might come through the Community Redevelopment Law in urban renewal and redevelopment projects federally financed under Title I conventional contracts, the Neighborhood Development Program (NDP), or Revenue Sharing. Presently the Bunker Hill Urban Renewal Project located in the area is being Federally financed under a conventional Federal urban renewal project, while the Little Tokyo Redevelopment Project is being financed through the Federal Neighborhood Development Program (NDP). Other urban renewal and redevelopment projects could be commenced with Federal assistance in the Central Business District through conventional, NDP, Revenue Sharing, etc., for:

Central City East (Reactivation)

South Park (New)



2. Title VII - 1970 Housing Act - New-Town-In-Town -- (Loan guarantees for community facilities to accommodate a new or rehabilitated complete community within existing cities):

South Park

3. Open Space Land Program - (Grants for acquisition of land for permanent open space use):

South Park

Central City East

East Side Industrial Park

4. Urban Beautification Program - (Grants for increased activities to beautify publicly owned land):

Throughout Central City, as needed

5. Code Enforcement Grants - (Planning and execution grants to cities, and direct grants and loans to owner occupants for housing rehabilitation through code enforcement):

Central City East

South Park

East Side Industrial Park

6. Certified Area Grants - (Grants to local governments for assistance to owner occupants to rehabilitate properties in planned redevelopment or code enforcement areas):

Central City East

East Side Industrial Park

7. Demolition Grants - (Grants to municipalities for demolishing unsound or unfit structures):

Central City East

East Side Industrial Park

South Park

8. Interim Assistance for Blighted Area Grants - (Grants for short term improvements in areas planned for redevelopment):

All proposed new redevelopment projects.

9. Department of Transportation assistance for improving Circulation:

Throughout Central City, as needed

### California State Programs

State enabling legislation provides a number of powers and implementation techniques for urban improvement, which in general require parallel financing efforts. Suggested applicability is as follows:

1. Community Redevelopment - Under the California Community Redevelopment Law, redevelopment projects

could be carried out without Federal assistance based on tax increment financing.

2. California Mall Act of 1960 - (Legislation permitting local governments to convert streets to pedestrian use and to improve them for this purpose):

Various streets, as determined by detailed planning of the Planning Areas

3. Parking Authority - (Agency established under State law to issue revenue bonds for construction of public parking facilities - Los Angeles, the City Council):

Central City East parking facilities

South Park parking facilities

Peripheral parking facilities

4. General Obligation Bonds — (Bonds backed by general taxation, authorized by voters):

South Park

5. Revenue Bonds - (Bonds for revenue generating public improvements, with revenues pledged to their retirement):

East Side Industrial Park

South Park

6. Special Improvement District - (Local district assessed for benefiting public improvements):

Throughout Central City, as needed

## PRIVATE PROGRAMS

### Development Corporations

Development corporations could be formed, under California nonprofit corporation law as it now exists (or as it might be amended to better meet the requirements for Central City redevelopment - e.g., tax abatement, ability to incur bonded indebtedness). Such a vehicle would facilitate the continuing involvement of the private as well as the public sector in the development effort and provide a mechanism by which resources could be effectively assembled and utilized in accordance with the provisions of the Plan.

### Organization for Citizen Involvement

A key factor in implementation of many of the most successful downtown development projects has been the participation of major employers and corporations having major holdings in the area. It is essential to the success of the Central City Plan that the Committee for Central City Planning, Inc., which acted in partnership with the City to sponsor the Plan, continue its efforts toward plan implementation, or that a similar successor agency be formed to actively support and participate in plan implementation.

The support of social welfare agencies, church groups and other organizations concerned with the amelioration of social



and human problems should be sought, especially with respect to the needs of the minority ethnic families residing in Central City and Skid Row population.

It is also essential that businesses, property owners and residents who may not be represented by any organization actively support and participate in the effort to implement the Plan, acting either through one or more organized groups and/or as individuals. It is suggested that an action organization be created and chartered with the full cooperation of, and at the request of, the City through the Mayor, the City Council, and the City Planning Commission. The purpose of this organization would be to serve as a bridge between private enterprise and public administrators.

#### **Participation by Owners and Tenants**

This Plan encourages continuation of private development in Central City, including any area in which redevelopment projects may be established. Any redevelopment plan should make every effort to make it possible for owners of occupancy of the same properties, if the use and condition of these properties meet the requirements of the redevelopment plan. When the Redevelopment Agency acquires properties in a redevelopment project area, it should make every effort to give owners and tenants of the acquired properties a preference in ownership and occupancy within that redevelopment project area after its redevelopment.

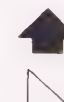








CENTRAL CITY  
INDEX MAP









SILVER LAKE-ECHO PARK DISTRICT

SUNSET BLVD  
PASADENA  
FRWY  
HOLLYWOOD FRWY  
HARBOR  
FRWY







CENTRAL CITY NORTH COMMUNITY

SEE MAP 135P205

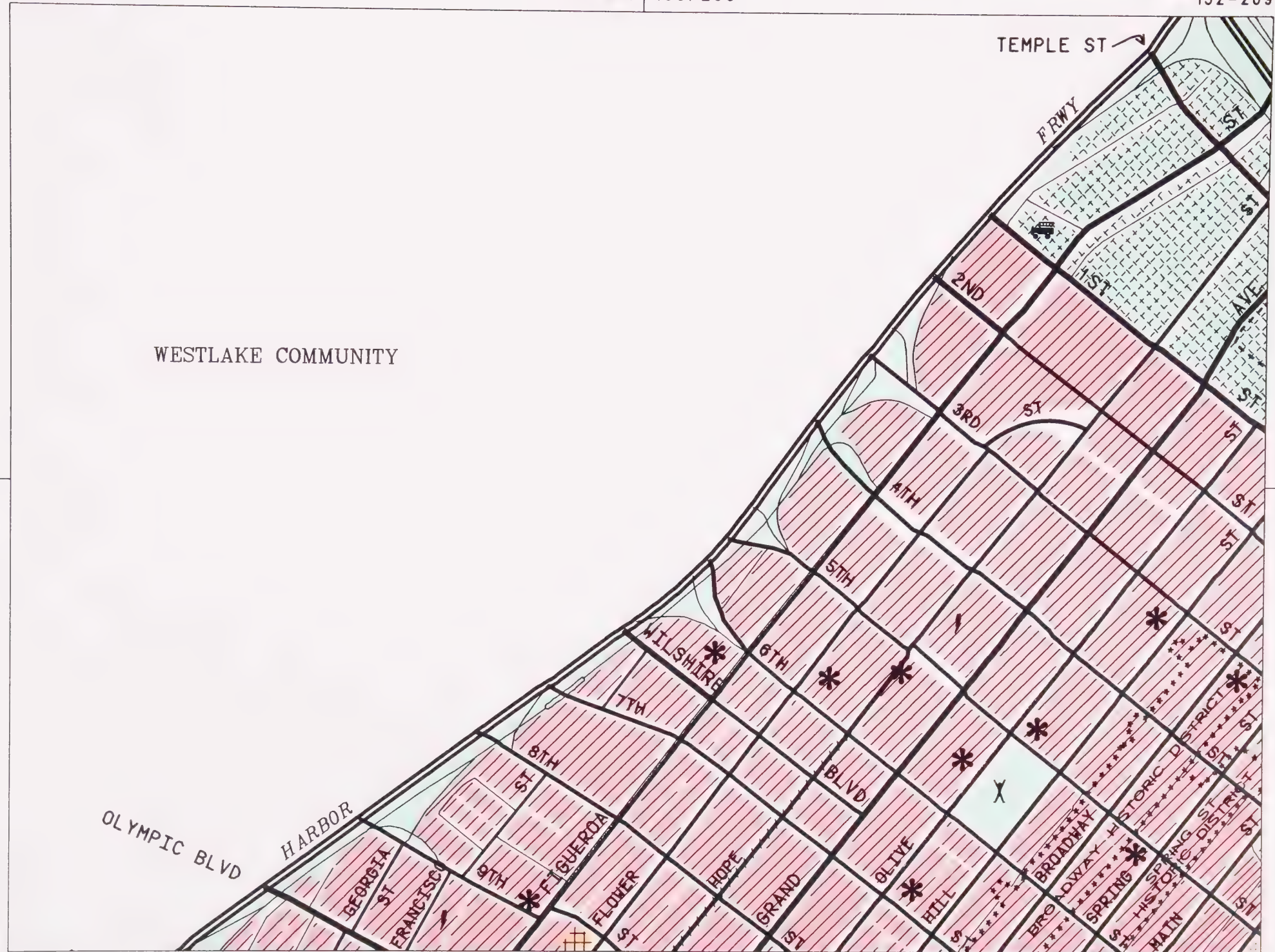
SUNSET BLVD  
FIGUEROA ST







WESTLAKE COMMUNITY

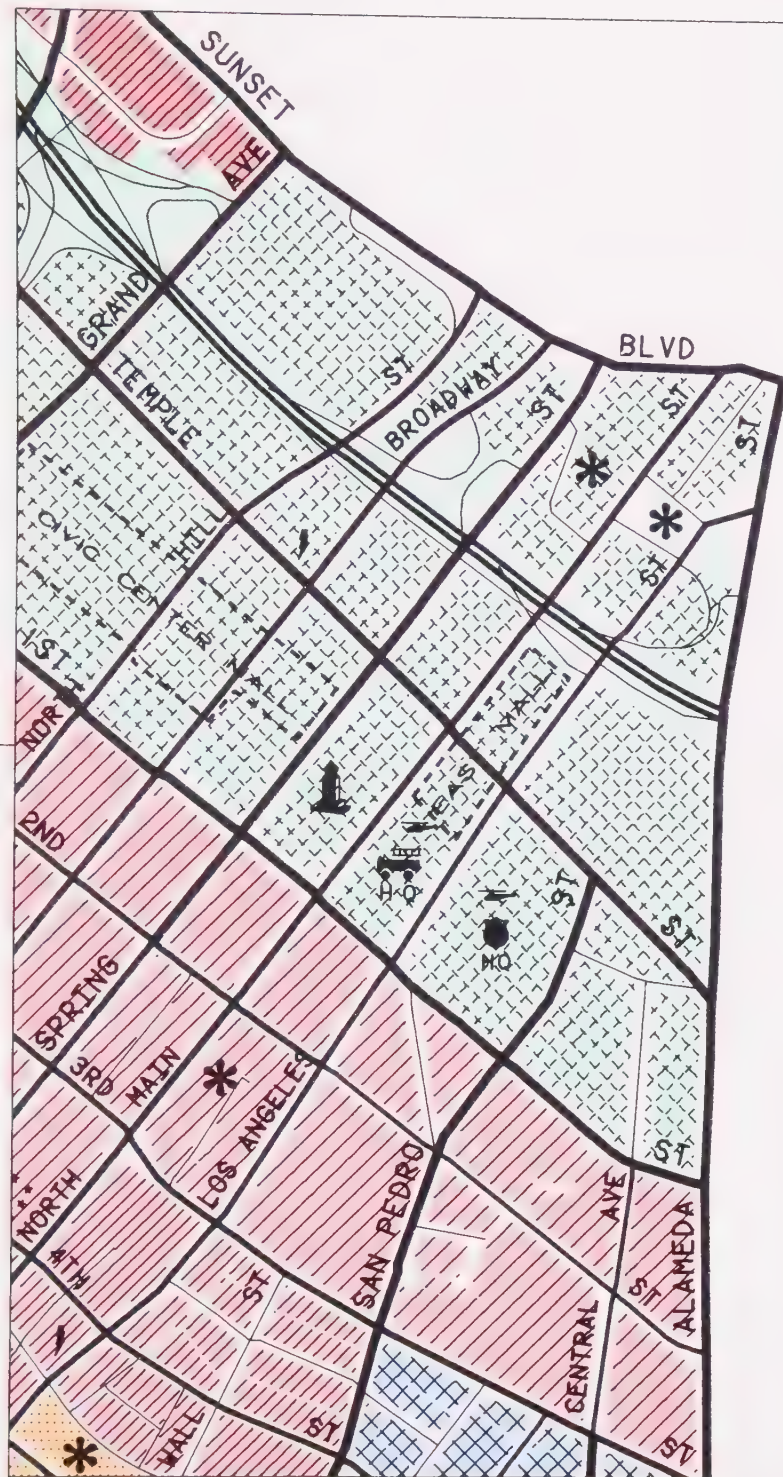








SEE MAP 129P205



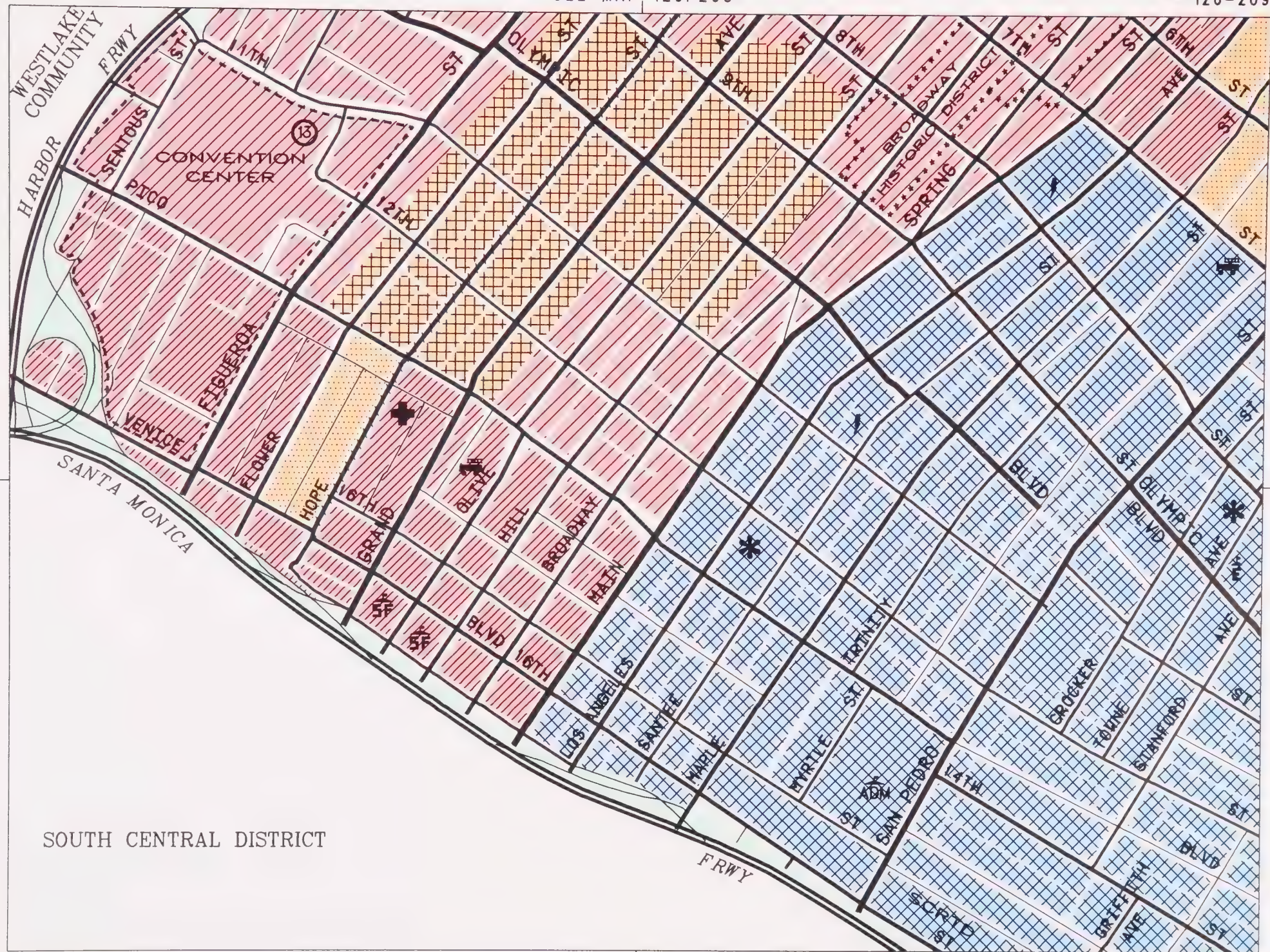
SANTA ANA FRWY

CENTRAL CITY NORTH COMMUNITY







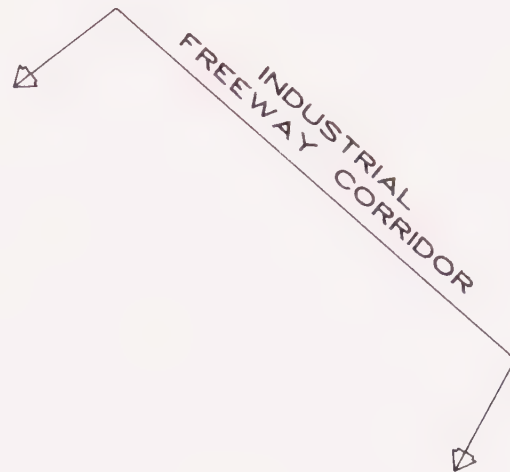
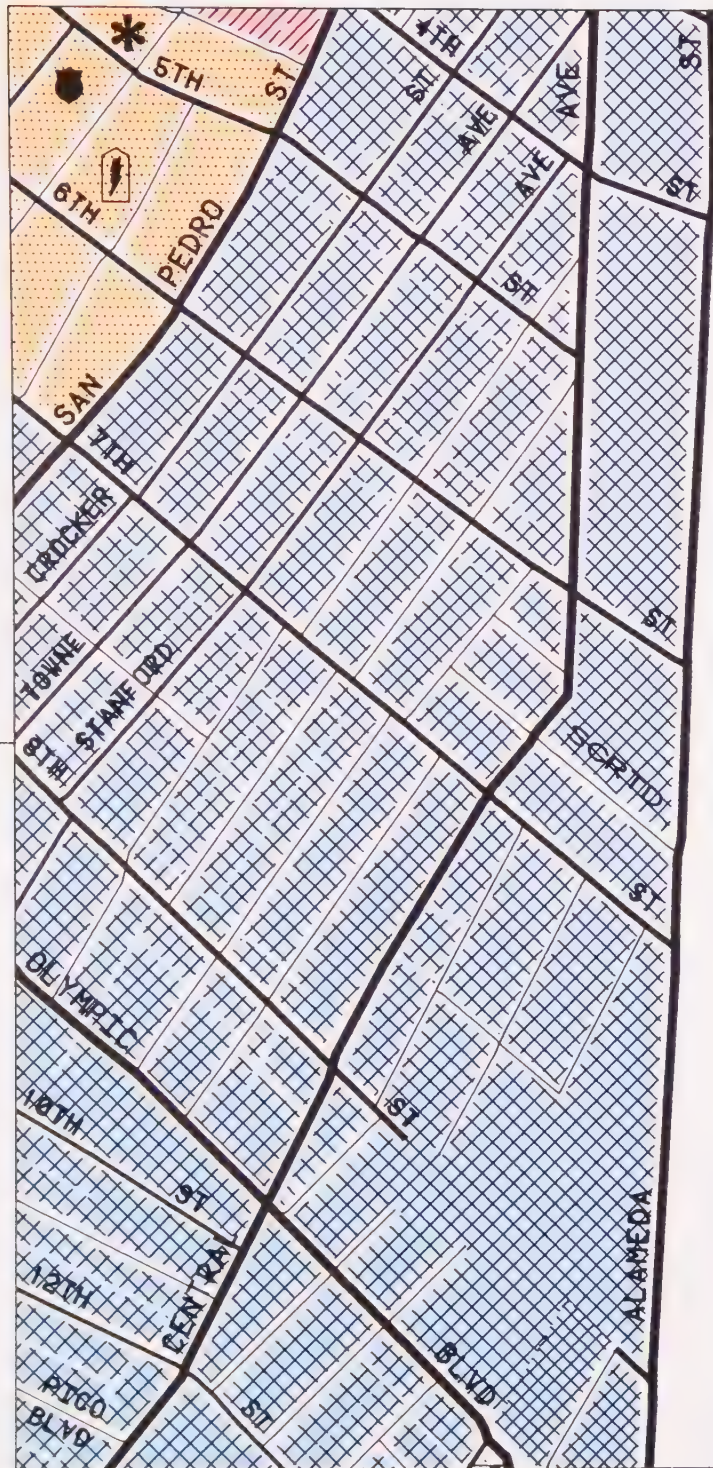


SOUTH CENTRAL DISTRICT









CENTRAL CITY NORTH COMMUNITY







120-205

SEE MAP 123P205

117P205

120-209

SOUTH CENTRAL DISTRICT

SANTA MONICA  
GRIFFITH AVE  
CENTRAL AVE  
INDUSTRIAL FREEWAY CORRIDOR  
FRWY

SEE MAP 117P213

117-205

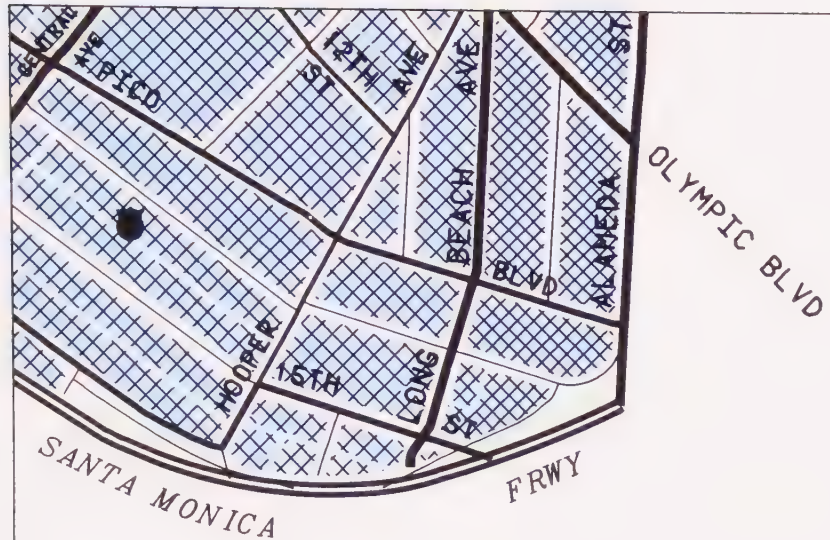
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CENTRAL CITY NORTH COMMUNITY

SOUTH CENTRAL DISTRICT

SEE MAP 117P205









FOOTNOTES

1. Gross acreage includes streets.
2. Floor area ratio is the ratio of net square feet of useable floor space in a building to net square feet of its site.
3. Corresponds to Height District No. 1 for "R" Zones, or Height District No. 2-D for "C" or "M" Zones (D limitation to 3:1 FAR).
4. Corresponds to Height District No. 2.
5. Corresponds to Height District No. 4.
6. Local streets are not a part of this plan, and are shown for reference only.
7. Boxed symbols represent proposed facilities.
8. Civic Center designation includes the following appropriate land uses:

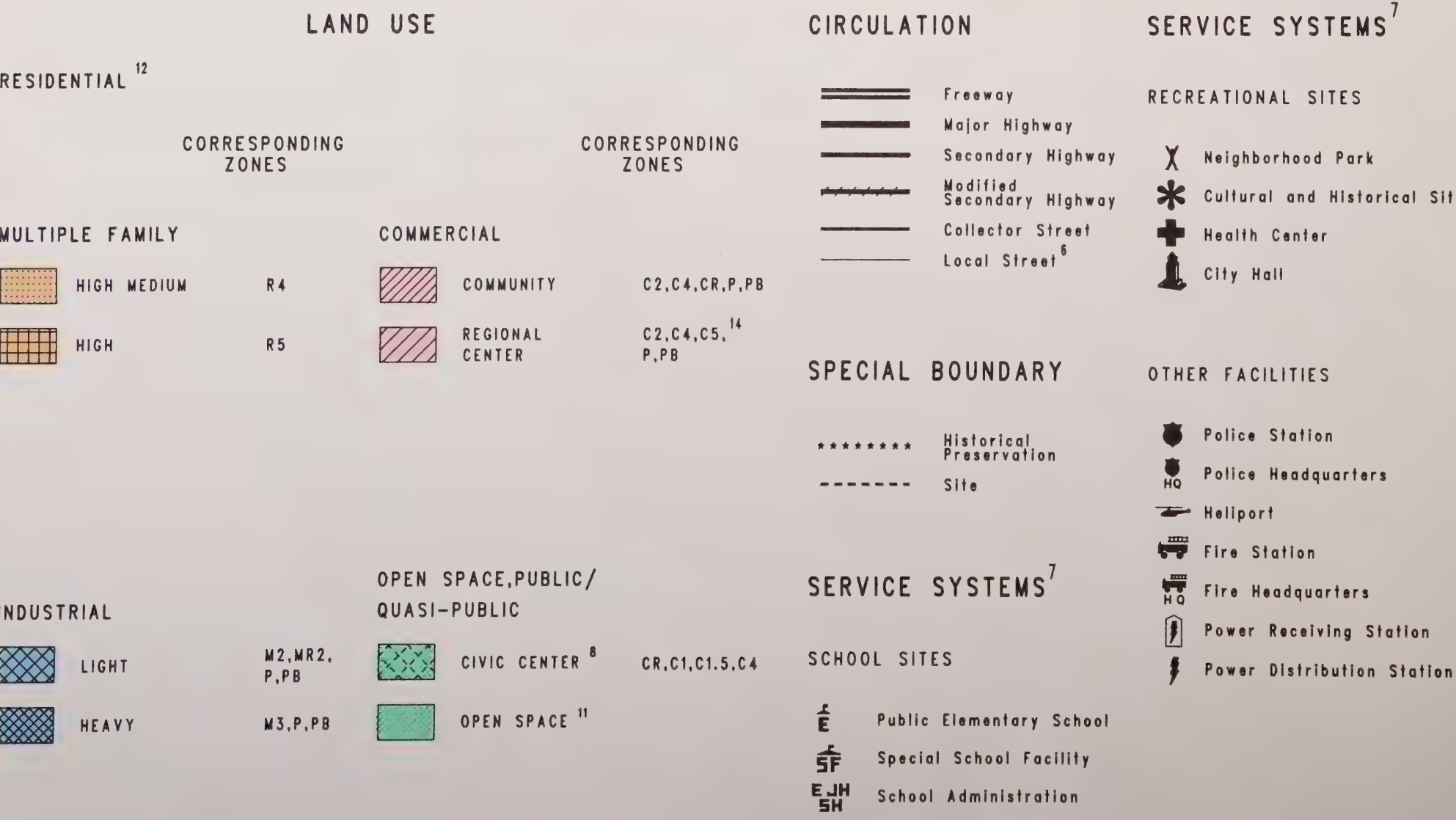
A. On publicly owned land, government activities.

B. On privately owned land, activities and uses related to the government complex, such as office space, retail stores, restaurants, clubs, hotels, etc.

C. Joint public-private uses, such as parking garages above or below retail stores.
9. Permitted floor area ratio for development projects in the absence of a transfer of floor area or other discretionary approval.
10. Maximum floor area ratio for development projects with a transfer of floor area or other discretionary approval.
11. When the use of property designated as "open space" (e.g. recreation, environmental protection, public school site) is recommended to be discontinued, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to a condition use. The decision-makers shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning, or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.
12. This plan contemplates that certain commercial uses may be allowed under Section 12.22-A.18 of the Los Angeles Municipal Code. The type and intensity of such commercial uses should be controlled by appropriate "Q" conditions or other means. Whenever possible, commercial uses should be located at street level, with residential uses on the upper floors.
13. The following uses are appropriate for this area:

A. Convention Center (allowed by conditional use).

B. Uses and activities related to the Convention Center.
14. The C5 Zone shall be limited to the area generally bounded by Fifth Street, Spring Street, Ninth Street, and Olive Street.









## SUMMARY OF LAND USE

### LAND USE

	Floor Area Ratio <sup>9</sup>	Maximum Floor Area Ratio <sup>10</sup>	Dwelling Units Per Gross Acre <sup>1</sup>	Corresponding Zones				
RESIDENTIAL DENSITY <sup>12</sup>							TOTAL RESIDENTIAL	
High Medium	3: 1 <sup>3</sup>	6: 1 <sup>4</sup>	40+ to 60	R4	Acres	61	Acres	169
					% of Total Area	3	% of Total Area	8
High	6: 1 <sup>4</sup>	13: 1 <sup>5</sup>	60+	R5	Acres	108	Dwelling Unit Capacity	19, 238
					% of Total Area	5	Population Capacity	35, 235
COMMERCIAL AND PARKING							TOTAL COMMERCIAL AND PARKING	
Community	3: 1 <sup>3</sup>	6: 1 <sup>4</sup>		CR,C4,C2,P,PB	Acres	182		
					% of Total Area	8	Acres	827
Regional Center	6: 1 <sup>4</sup>	13: 1 <sup>5</sup>		C4,C2,C5, <sup>14</sup> P,PB	Acres	645	% of Total Area	38
					% of Total Area	30		
INDUSTRIAL AND PARKING							TOTAL INDUSTRIAL AND PARKING	
Light	3: 1 <sup>3</sup>	3: 1 <sup>3</sup>		M2,MR2,P,PB	Acres	844		
					% of Total Area	40		
Heavy	3: 1 <sup>3</sup>	3: 1 <sup>3</sup>		M3,P,PB	Acres	30	Acres	874
					% of Total Area	1	% of Total Area	41
OPEN SPACE, PUBLIC, QUASI-PUBLIC							TOTAL OPEN SPACE	
Civic Center <sup>8</sup>	3: 1 <sup>3</sup>	6: 1 <sup>4</sup>		CR, C1, C1.5,C4	Acres	217	Acres	291
					% of Total Area	10	% of Total Area	13
Open Space <sup>11</sup>					Acres	74		
					% of Total Area	3		
							TOTAL ACRES	2, 161
							% OF TOTAL AREA	100







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